



MANCHESTER-HOOKSETT-BOW  
STATE 13917 FEDERAL X-A000(112)  
NH3A FEASIBILITY STUDY

**Town of Bow Community Meeting**

**Thursday June 10, 2004**

**7:00PM**

**Old Town Hall**

**Bow, New Hampshire**

**Advisory Committee Members Present:** Kevin Nynan (NHDOT), Bill Klubben (Bow), Steve Korzyniowski (CEDCOH-Hooksett)

**Staff:** Mike Pillsbury (NHDOT), Bob Jurasin (Wilbur Smith Associates), Tom Errico (Wilbur Smith Associates)

**Public:** Joe Cox (Union Leader Newspaper), Harry Judd (Bow Selectman), Mario Langster (BEDC), Michelle Marshall, Brad Jobel, Lara Skinnes (Hooksett Banner), Bill Targett (630-631 Route 3A Bow), Randy Kneppor, Leon Kenison (Bow Selectman)

1. Welcome & Introductions – NHDOT

Mike Pillsbury gave a brief introduction into the project specifics.

2. Presentation – Tom Errico

Tom presented information relative to the project such as; Study Background, Current Year Traffic Summary, Proposed Traffic Count Program, Purpose and Need Statement, Schedule, and the Public Outreach Program. He noted that a copy of the presentation material would be available through Bill Klubben.

3. Comments

- Leon Kenison discussed the history of past studies and improvement recommendations for the Route 3A corridor. He noted that improvement recommendations are obvious and should be implemented without further delay. As noted in the 1998 study, modest vertical and horizontal improvements are needed as well as shoulder and intersection improvements. The work effort on-going by the NHDOT and WSA is wasting time and resources. He further noted that Bow had funding appropriated (\$175,000) to match State/Federal funding for improvements. Leon further noted that the Town is advancing an infrastructure project that will extend sewer and water to the NH3A corridor and they information on the potential roadway changes. The Town would like to coordinate this issue as soon as possible.

- NHDOT should lower prices of tokens for trucks to reduce truck traffic on NH3A.
- Mike Pillsbury noted that some of the data from this study could be used to justify other issues and objectives.
- It was noted that the Town has made six telephone calls to the NHDOT to open communication channels for transportation issues. Return calls were not placed.
- There was positive feedback about the revision to the Purpose and Need statement relative to trucks. But the individual wanted to know could truck traffic be reduced.
- Another interchange between Hooksett and I-89 in Bow should be considered to help reduce truck traffic on NH3A. Bill Klubben noted that business development in Bow is closer to Exit 11 than I-89 and Hooksett Village will be a major traffic constraint. Leon noted that a new interchange would create problems by adding traffic to the westside of Town and strain environmental resources. He further noted that it would change the character and dynamics of the Town.
- School Bus pick-up and drop-off is unsafe. Trucks make it unsafe for cars turning off NH3A. Speeding is a key component of the problem. A turn lane should be added at Berube's to function as an escape lane from traffic approaching from the rear.
- Toll alternatives should be explored that eliminates the through traffic of trucks, which in turn will change the character and reduce infrastructure needs.
- Load limitations should be considered in dealing with truck issues on both I-93 and NH3A.
- The use of video cameras should be considered if origin/destination surveys are conducted.
- Leon noted the 80klb limitation on the interstate system and up to 99klb with a special permit, although many have not been certified. Improvements in the weight station operations are needed.
- It was noted that a hotel project is proposed near Exit 11.